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PRIVATE RESIDENTS AT THE
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[s34-1]

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Consultation Free.
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PRICES:
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Every Comfort.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
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All comforts of a home.
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PRESSED BEEF
PORK SAUSAGES
BEEF SAUSAGES
AND
COOKED HAM.**

**THE
DAIRY FARM CO., LTD.**

[s42]

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REVISED BY THE MEMBERS.
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SMOKELESS POWDERS and CHILLED
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**NORTH BRITISH AND MERCAN-
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WITH WHICH IS INCORPORATED THE
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TOTAL FUNDS at 31st DECEMBER, 1908
219,121,310.

I. Authorized Capital ... \$6,000,000
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The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
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Hongkong, 15th January, 1909. [s908]

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**IRON, STEEL, METAL and HARD-
WARE MERCHANTS.** Wholesale
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[s1535]

SHIPPING NOTES.

It is understood that further important docking facilities at Portsmouth are in contemplation in view of the greater accommodation which will be required for the ships of the Dreadnought class. The proposed addition will be a large dry dock parallel with the present one, and it is expected that this will lead to the provision of more basin accommodation also.

Local shipping has suffered considerably during the past few days from the presence of fog. Not only the riverine craft have been delayed, but many of the coasting steamers have arrived behind schedule time, and those in charge have not been sorry to reach port and end the period of anxious watching.

The British steamer *Knight Errant*, laden with 10,000 tons of beans from Vladivostok, collided with ice-floes and sustained severe damage. According to a telegram from Tokyo to the *N.C. Daily News*, dated March 17th she sprang a leak and was in danger of sinking when she reached Moji, but the Water Police and firemen came to the rescue and prevented her from sinking. The *Knight Errant* is a steel four-masted steamer of 7,464 tons, and was built in 1898. The owners are the Knight S. S. Company, Ltd., of Green-shield.

Latest in this *Waratah* mystery was revived by a telegram from Cape Town on March 23rd stating that a quantity of wreckage has lately been washed ashore at intervals in the neighbourhood of Mossel Bay. A most significant object is a cushion, marked W., while a hatchway, which was found three weeks ago, has been sent to the builders of the missing liner *Waratah*, with a view to identification. It will be remembered that the *Waratah* left Durban for Cape Town on July 26 last, with nearly 200 persons on board, and was seen the next day in a violent storm. Since then she has not been heard of, and was recently posted at Lloyd's as "missing." Mossel Bay is about 250 miles from Cape Town, and 600 miles from Durban.

Following upon the denial that there was any truth in the report, it is now announced that the Hamburg-American Company contemplate the construction of a passenger steamer of mammoth dimensions. A couple of years ago, it will be remembered, *Herr Ballin* had a similar object in view, and entered into a contract with Messrs. Harland & Wolff for the building of the biggest ship in the world, to be called the *Europa*. As events proved, the condition of the Atlantic passenger trade was momentarily unfavourable for the enterprise and the contract was annulled without loss to the Hamburg-American Company. Subsequently the *White Star Line* resolved to build two monster steamships at Messrs. Harland & Wolff's yard, and the first of these—the *Olympic*—is to be launched in October. Instead of ordering his big ship at Belfast *Herr Ballin* has now given the contract for the *Europa* to the Vulcan Company. Strictly speaking, therefore, the decision means the loss to British shipbuilding of an order worth anywhere from a million to a million and a half. On the other hand, it has to be remembered that Messrs. Harland & Wolff would have no vacant slip for some eight months to come, and these big vessels take a very long time to build. Finding his company in better financial fettle, *Herr Ballin* may well desire that no time should be lost in putting the *Europa* in hand without delay. This rather assumes, however, that the Vulcan Company can hasten the serious preliminary arrangements necessary for the construction of a ship exceeding the *Cunarders* in size. So far, the biggest merchant ship which any German shipbuilding company has produced is the *Georg Washington*, of 21,000 tons, for the Norddeutscher Lloyd. The *Europa* will mark a further stage in the progress of the German shipyard.

The *Cunard* Company has not been long in deciding about its future policy in relation to Queenstown. The call of its home-bound steamers at that port, which was tentatively abandoned during the winter, is not, it is now officially announced, to be resumed during the season. The mail steamers will until further notice continue to proceed from New York to Fishguard, and thence to Liverpool. But the Irish port will not be altogether ignored. The *Coronia* and the *Carmania*, which during the season leave New York every other Saturday, and the *Cunard* steamers sailing from Boston will still call at Queenstown. These are presumably considered adequate facilities for American patrons of the *Cunard* who wish to tour in Ireland. The decision now arrived at will not be welcomed by Queenstown, but it is the inevitable corollary of the success of the Fishguard route to London and the Continent. There will be no alteration in respect of the outward call of the *Cunarders* at the Irish port.

Dependence on foreigners and Asiatics for the manning of many British ships is a regrettable feature of the age. But while there is general agreement that the British sailor is the right man for the British forecastle, there is a curious divergence of opinion among ship-owners as to the reasons why the alien so largely supplants him. Mr. Lawrence Glen, a Scottish shipowner, argues that the status of the British seaman requires to be raised. He declares that owners would give each man a room to himself and every other comfort if that would only induce good seamen to come forward. With a view of avoiding the contaminating tone of the modern forecastle, he suggests the shipment of better men in groups. Such seamen would, however, presumably have to be permanent hands, and existing conditions appear to render that impossible, except in particular cases. But Mr. Glen's views as to the importance of environ-

ment are discounted by Mr. T. Royden, deputy chairman of the *Cunard* Company, who has just been telling the experience of a firm which tried the experiment of providing a very comfortable forecastle, with baths and other conveniences, with a view of attracting good British crews. The outcome was disastrous. Despite the additional comforts of the ship, the crew gave so much trouble that the ship-owners were compelled to take on Asiatics. Mr. Royden repudiates the suggestion that Asiatic crews are cheaper, and asserts that lack of discipline, largely due to foolish and irresponsible legislation, is the real trouble so far as the British seaman is concerned. "When we find shipowners and captains united in preferring Asiatic seamen, it shows," says Mr. Royden, "that there must be something rotten in the state of affairs."

The Eight Hours Act has proved a veritable thorn in the flesh for British shipowners, and this just at a period when they were reasonably hoping for good times. At the annual meeting of the Moor Line Sir Walter Bunciman spoke out strongly on the subject. He described the measure as a disastrous experiment, and as another example of legislative meddling at the bidding of a few irresponsible unscrupulous spirits of no practical experience in matters that are always better regulated when left to the mature judgment of masters and men. "The uncertainty," said the speaker, "of what is going to happen is most perplexing. We have several boats ready for chartering, and have to find employment outside the affected zone. The first I am sending as far out of reach as possible. The Moor Line since the Act came into force has lost at our lowest estimate over £2,000. The aggregate loss must be enormous." What with coal-trade troubles at home, and the prolonged dispute in Australia, the gilt has been largely taken off the gingerbread.

AN INTERESTING CUSTOMS DECISION.

A decision that is of interest and importance to importers of foreign-made goods into the Philippine Islands has been handed down by the Supreme Court in the case of *Murphy, Morris & Company versus the Collector of Customs*. *Murphy, Morris & Company* acted as brokers for Messrs. Moll, Kunz & Company in connection with a shipment of goods. On the face of the invoice, the shipper of the goods declared that he was the seller and added to the account for the goods a charge as commission on which a duty was levied by the collector of customs on the ground that it was a part of the value of the goods.

The importers protested the charge, but the lower court found that the shipper being the seller the duty charged was a legitimate one. Had the shipper been a purchasing agent only the charge for commission would not be taxable. The Supreme Court has affirmed the decision of the lower court.

MEMORIAL TO DR. CAWAS LALCACA.

Sir M. M. Bhownagare, writing from 177, Cromwell-road, London, S.W., sends the following circular which he has issued in obedience to a widespread request to *The Times*—“You are probably aware that in Bombay and Hongkong there have been raised funds to perpetuate the memory of the late Dr. Cawas Lalca, who met with his death in his attempt to interfere as a fatal attack on the late lamented Sir Curzon Wyllie. There is a very general feeling here in England that some memorial should be raised in London to Dr. Lalca, so as to preserve the memory of his brave deed in the country where he fell, and to enable those who have not had an opportunity of subscribing in India or Hongkong to join in doing honour to his memory. A certain number of friends have already given or promised me subscriptions for that purpose, amounting to about £50, and by their desire I am now sending round this appeal as to make the project more widely known. The Hongkong and Shanghai Banking Corporation, 3, Lombard-street, B.C., has kindly consented to open an account under the designation of ‘Dr. Cawas Lalca Memorial Fund, London,’ and if you feel disposed to subscribe to it I shall thank you to fill up the enclosed form with your name and the amount of your subscription, and send it direct to the bank with a remittance, which the bank will duly acknowledge. After the subscription has been received a meeting of the subscribers will be called to decide the form which the memorial should take.”

SCARCITY OF TRAMP STEAMERS.

An unusual feature in the freight market situation, says the *Shipping World*, at the moment is the scarcity of large carriers ranging from 5,000 to 7,000 tons. As a rule this class of steamer has been all too plentiful in recent years, and has not infrequently overworked the market to the detriment of rates of freight. But in the last few months there has been a notable diversion of such steamers into long-distance trades, and in the fulfilment of their charters they are kept out of the market. The Australian miners' strike, for instance, has been responsible for absorbing vast quantities of tonnage to carry coal to the Commonwealth from this country, from America, from India, and from Natal; while incidentally the same strike has created a demand from the West Coast of South America for British coal, thus employing a good deal of tonnage on a long Atlantic and Pacific voyage.

Then the remarkable development of the soybean trade between Manchuria and Europe has similarly drawn a large amount of tonnage into another long-distance trade; and the activity of the Eastern markets during the last three or four months has been notorious, giving ship-owners the first chance they have had for some years of securing really profitable business. Add to this the effect of the River Plate “slump,” which has been followed by a wholesale despatch of steamers in ballast from that centre to the East, and it will be perceived that a combination of circumstances has arisen to make large tramp steamers scarce. The result is now felt in the coal trade, which has to be content with smaller carriers—vessels of 2,500 to 3,500 tons withdrawn from the Bay and Baltic trades. These vessels are not capable of handling the quantity of coal which merchants find it necessary to ship from the Welsh, North-East Coast, Yorkshire, and Scotch ports; and, practically speaking, nearly twice the number of boats is being employed to do the customary work of the coal trade. In the circumstances, it is not surprising, says the *Shipping World*, that rates of freight are firm and rising in the coal trade, and that an advance on the 7s. Genoa basis now obtainable is regarded as highly probable. Not often has the shipowner found himself with the ball at his feet, but certainly it is there just now, and he will do well to make the most of it, for the situation is one which will not last long.

LOCAL SPORT.

LUSITANO RECREATION CLUB.

The fourth athletic meeting of the Lusitano Recreation Club was held at the Racetrack at Happy Valley yesterday afternoon. The weather was delightful, the attendance was exceptionally large, and the conduct of the officials left nothing to be desired. Throughout the sports went with that pleasing swing which indicated the close attention of the promoters, and the pleasures of the afternoon were enhanced by the pleasing music contributed by the Band of the 13th Rajputs under Bandmaster Coke. The officials were—

President, Commander J. J. Leiria, Vice-President, Mr. A. G. da Rocha; Hon. Secretary, Mr. C. M. C. V. Ribeiro; Hon. Treasurer, Mr. C. M. S. Alves; Hon. Assistant Secretary, Mr. A. J. C. V. Ribeiro; Judges: Messrs. Leo d'Almeida Castro, J. C. Barreto, A. O. Barreto, D. P. J. Lopes, J. D. Osmund, C. M. P. Romedios, P. da Rosa, M. E. da Silva; Referee: Mr. C. M. C. V. Ribeiro; Handicappers: Messrs. C. M. S. Alves, A. J. C. V. Ribeiro, A. G. da Rocha, O. F. Rosario; Starters: Messrs. A. E. S. Alves and J. M. V. Remedios; Time-keepers: Messrs. C. M. S. Alves and J. O. Remedios; Clerks of the Course: Messrs. J. M. Brito and E. M. O. Remedios.

Committee: Messrs. J. A. S. Alves, J. M. Alves, F. J. Barreto, F. X. Brito, H. J. M. Carvalho, C. M. Castro, A. A. Cordeiro, B. M. Cunha, E. J. Figueiredo, F. A. Hyndman, E. J. Noronha, A. F. Osmund, F. M. Roza Pereira, S. Pina, I. Rocha, J. T. Silva, R. C. Silva, A. M. L. Soares.

Results of the various events were as follows—

120 YARDS FLAT RACE (Handicap). First prize presented by the Members of the Catholic Union. Second prize presented by Messrs. Jorge & Co.

J. E. Castro 1
F. H. Hyndman 2
Time—14 4/5 sec.

HURDLE RACE—120 YARDS (Handicap). First prize presented by the Victoria Recreation Club. Second prize presented by Mr. J. M. E. Machado.

R. C. Silva 1
B. A. Carvalho 2

BOYS' RACE—220 YARDS (Handicap). Boys from 10 to 15 years of age. First prize presented by Mr. G. J. Sequeira. Second prize presented by Mr. O. F. Ribeiro.

B. M. Castro 1
J. Gomes 2

BICYCLE RACE, 1 mile (Handicap). First prize presented by Sir Hormusjee Mody. Second prize presented by Messrs. J. C. dos Remedios & Co.

F. J. Brown, 50 yards 1
O. Sequeira, scratch 2
Time—3 min. 20 sec.

BOYS' RACE—120 YARDS (Handicap). Open to boys under 10 years of age. Post entries. First prize presented by Mr. A. G. da Rocha. Second prize presented by Lusitano Recreation Club.

D. Alves 1
E. Silva 2

GIRLS' RACE, 100 YARDS (Handicap). Open to girls under 10 years of age. Post entries. First and second prizes presented by Hongkong Co-operative Society.

L. Gomes 1
A. Rocha 2

THREE-LEGGED RACE, 100 YARDS. First prize presented by Mr. A. A. Cordeiro. Second prize presented by the Lusitano Recreation Club.

A. J. C. V. Ribeiro and F. A. Barradas 1
P. A. Yanovich and E. A. Silva 2

BICYCLE RACE, 2 miles (Handicap). First prize presented by Mr. A. M. L. Soares. Second prize presented by The Eastern Printing Office.

F. M. G. Ozorio 1
F. J. Brown 2
Time—7 min. 7 sec.

HALF-MILE FLAT RACE (Open to European Sailors, Soldiers, and Police.) Three prizes.

Bosch 1
Austin 2
Best 3

100 YARDS FLAT RACE (Challenge Cup). Presented by the Members of Club Lusitano. To be won three years in succession before becoming the property of a competitor. First prize presented by the Members of the Sociedade Philharmonica. Second prize presented by The Members of Boys Own Club.

J. E. Castro 1
F. H. Hyndman 2
Time—10 2/5 sec.

400 YARDS FLAT RACE—Confined to Sailors of Portuguese Mon-of-War “Vasco da Gama.” Rainha D. Amelia and “Patria.” 3 prizes.

J. Setbal 1
J. Ferreira 2
A. Livan 3
Time—53 sec.

120 YARDS FLAT RACE (Handicap). Over 30 years of age. Post Entries. First prize presented by Commander J. J. Leiria. Second prize presented by Messrs. Graça & Co.

J. Alves 1
A. Alves 2
Time—14 sec.

400 YARDS FLAT RACE (Handicap). First prize presented by the Members of the Club de Beccico. Second prize presented by Mr. J. C. Barreto.

F. J. Brown 1
J. F. Castro 2
Time—53 sec.

LADIES' NOMINATION—First prize presented by Mr. F. B. da Silva. Second prize presented by Messrs. Noronha & Co.

Mr. C. H. Lopes, nominated by Mrs. Remedios.

Mr. J. A. P. Rocha, nominated by Mrs. Rocha.

120 YARDS FLAT RACE—Heavy-weight over 170 lbs. (Handicap). Post entries. First prize presented by Messrs. Barreto & Co. Second prize presented by Mr. F. A. Gomes.

J. D. Osmund 1
A. Rocha 2

SAOR RACE, 50 YARDS—First prize presented by Mr. J. M. Alves. Second prize presented by J. M. Brito.

A. J. C. V. Ribeiro 1
F. H. Hyndman 2

22 YARDS FLAT RACE—(Championship). Open to all bond side Amateurs in the Colony, under Rules of the A. A. C. Post Entries. First prize presented by the Lusitano Recreation Club. Second prize presented by Messrs. Viana & Co.

Lance-Corporal Andrews, Brito 1
F. H. Hyndman 2
Time—22 2/5 sec., one second under previous time.

HALF-MILE FLAT RACE (Handicap)—First prize presented by Messrs. Cruz, Basto & Co. Second prize presented by the Members of the Club Venetian.

J. A. Yanovich 1
P. A. Yanovich 2
Time—2 min. 01 sec.

TEC-OR-WAR for Portuguese Sailors.—Out of three pulls the Vasco da Gama easily beat the Anchieta.

TEAM RACE, 220 yards.—First and Second prizes presented by the Lusitano Recreation Club.

C. H. Lopes (capt.), P. A. Yanovich, J. A. Yanovich and J. Fonseca 1
J. M. Rosa Pereira (capt.), J. Corveth, F. J. Barreto and A. O. Rosario 2

COBOLIZATION RACE, 120 YARDS.—Open to all competitors who have not won a prize (Open Events barred). First prize presented by the Hongkong Printing Press. Second prize presented by Messrs. Graça & Co.

L. Cordeiro 1
J. M. Rosa Pereira 2

On the conclusion of the sports Mrs. A. G. da Rocha presented the prizes, and was accorded three hearty cheers and a “tiger” for fulfilling this task.

CHINESE Y.M.C.A. SPORTS.

Though the weather was warm on Saturday last a most successful and enjoyable afternoon was spent by those participating in the Chinese Y.M.C.A. sports at Causeway Bay. There were thirty-six entries in all and some very close and interesting races. While no records were broken good time was made in some events.

The hundred yards was done in twelve seconds and the 440 in 59 1/2.

The Band of the Mahatras added much to the enjoyment of the proceedings.

The following is a list of winners and events:

LONG JUMP—J. M. Dyer, 15 feet 4 inches (penalised 6 inches); 2, H. Mahomed; 3, C. H. Lyson.

100 YARDS HANDICAP—1, N. Mahomed (receiving three yards); 2, Kwok Shiu Yan (receiving); 3, C. H. Lyson. Time—12 sec.

VETERANS' RACE; 1, M. Fernandez, 2, H. Gittins.

PUTTING THE SHOT—1, J. N. Dyer (penalised 6 inches), 24 ft. 5 in.; 2, Geo. Lee, 24 ft.; 3, Wong Chuk Kwong, 23 ft. 4 in.

BICYCLE RACE. One Mile—1, Geo. Lee, 4 min. 9 sec.; 2, A. E. Moy King.

GIRLS' (under 10) HANDICAP—1, Alice Danenberg, 2, Daisy Gittins; 3, Ella Rogers.

THREE-LEGGED RACE—1, Mahomed and Dyer; 2, Tang Sam Ho and Kwok Shiu Tan; 3, Geo. Holt and Wong Po Kong.

BOYS' (under 12) HANDICAP—1, Ho Chi Wing; 2, Si Lung; 3, Kwong King Sang.

LADIES' NOMINATION.—In this race the ladies were given a cardboard and the gentlemen ran a hundred yards with a pencil with which the lady drew the likeness of a pig. The count was made allowing 80 per cent. for the drawing and 20 per cent. for speed—1, C. H. Lyson, nominated by Miss Gittins; 2, Wong Chuk Kong, nominated by Miss Ho Sin Ting; 3, Chu Pak Yuen, nominated by Miss Violet Chan.

TEAM RACE.—Won by the Yellow Team composed of Messrs. Wong Lyson, Wong Shiu Ki, Wm. Wong, Wong Po Kio.

OBSTACLE RACE.—Distance, 220 yds., 50 yards to tables under which the runner was obliged to scramble, 170 yds. to water jars, which were carried to the finish after having been passed under four coils of the tag of war rope—1, J. M. Dyer; 2, N. Mahomed; 3, Chu Pak Yuen.

CONSOLATION RACE, 100 yds.—1, Wong San Nin; 2, Wong Po Kio.

TWO OF WAR.—Dr. Ho Nai Hop's Team beat J. M. Wong's Team.

440 YDS. HANDICAP—1, Mahomed (receiving 20 yards); 2, Chin Ching Po (receiving 40 yds.); 3, Wong San Nin (receiving 60 yards). Time 59 1/5 sec.

EGG AND SPOON RACE—1, C. H. Lyson; 2, Kwok Shiu Yan; 3, Geo. Holt.

INTERPORT GOLF.

On Friday and Saturday last a Hongkong team was to have competed with a Shanghai quartette for the Shanghai Challenge Cup. News was received from Tientsin, Kobe and Yokohama that these clubs would not be able to compete for the Challenge Cup.

BRITISH AMATEUR BILLIARD CHAMPIONSHIP.

The competition for the Billiard Association Amateur Championship was continued at Glasgow on March 2nd, when Mr. R. Blair (Scottish champion) and Mr. Edgar Thomas (Welsh champion) played their heat of 1,000 up in the semi-final round. The principal breaks during the afternoon were 34, 71, 21 (twice), 53, 44, 21 (three times), and 22 by Mr. Thomas while Mr. Blair made 20, 55, 23, 37, 31, 41, 36, 25, and 30. The scores at the interval were—Mr. Edgar (in play), 500; Mr. R. Blair, 496. The final scores were—Mr. Thomas, 1,000; Mr. Blair, 999.

ONE-WHEELED RICKSHAS.

It is rumored that a syndicate, composed of Chinese merchants, is in course of formation in Penang for the furtherance of trade with China. One of the principal items of import is to be rickshaws in the manufacture of which a new invention has been made. The new invention has one wheel only, the vehicle being much on the principle of the mono-cycle and it is said to be found perfectly safe and to have many advantages over the old-fashioned article. In that no jarring drag is experienced by the occupant when negotiating corners, besides accomplishing a considerable reduction in wear and tear of the pullers.

ACROSS CHINA AND TURKESTAN.

1.—PEKING TO HONAN.

The appended article is the first of a series by Dr. Morrison, *The Times* Peking correspondent, who is travelling across China and Turkestan towards the railway at Tashkent. The letter is dated Sianfu, January 31st.

On January 15th I left Peking on the first stage of a journey along the great highway of Central and Western China. As far as Chingchow I travelled by the Peking-Hankow trunk-line, and there changed on to the transverse line which joins the city of Khafeng—the capital of the province—with Honanfu, one of the historic capital cities of China. At Honanfu, known for centuries as Loyang, I left the railway and followed the course of its projected extension to Sianfu, the capital city of Shensi Province. Sianfu is the terminus to be desired. From Chingchow to Honanfu is a distance of 72 miles; from Honanfu to Sianfu the projected extension would be 260 miles. Its route has already been surveyed and an estimate made of its cost by Mr. D. P. Ricketts, the newly-appointed engineer-in-chief of the Northern Railway. A patriotic movement was started to provide local funds for its construction, so that it might be independent of foreign capital, but the effort has been a failure. Up to the present only about £50,000 has been promised. Chinese capitalists who can, by fairly safe investment, obtain from 12 to 24 per cent. per annum are reluctant to provide capital yielding under Chinese management a doubtful 5 per cent.

Other sources are, however, available. Treasure to the value of millions sterling is hoarded in the Palace at Peking, and the time may come when some of this abundance may be put to a profitable use. The Railway Administration may yet have power to devote the surplus earnings of the productive railways of China—and these that are productive pay very handsomely indeed—to the building of new railways. Further, there is the unexpended balance of the £1,500,000 subscribed by British investors for the construction of the Shanghai-Hankow-Ningpo Railway. Up to the present the provinces have used on this railway only a comparatively small proportion of this loan, and have built the section of the railway from Shanghai to Hankow mainly with their own money. The main portion of the whole loan has been transferred to China, but the amount actually used for the purpose for which it was subscribed is so small that the provinces have expressed their ability and their desire to refund to the British the whole amount so expended. Whether the struggle to induce the provinces to employ this money for the purpose for which it was subscribed will continue, or whether a compromise will be agreed upon and the money be employed for the building of some other railway, remains to be seen. Should the latter alternative be adopted there is a real chance that it could be more profitably employed than for the extension of the Honan Railway westward to Sianfu.

THE EFFECTS OF RAILWAY CONSTRUCTION.

In no other land has railway construction so great a future as in China. Improved means of communication is the crying need of the country. In the less country of Central China the roads are exceptionally bad, and as the bridges are never repaired there is steady deterioration in road communication, and a consequent steady increase in the cost of travel. In a rural district when the road is at its best and pieces are at their lowest, freight from Honanfu to Sianfu by heavy cart is equivalent to a fraction less than 5d. per ton per mile; during the rains traffic is occasionally suspended for eight weeks at a time, and even the slightest fall of rain causes delay owing to the tenacious character of the mud which forms the roadway. What railways can do for China is evident from the Peking-Hankow trunk line. The growth of prosperity along its route is quite extraordinary. Round every station the settlements have extended, the houses are of a better type, and the inns, goldwars, warehouses, and coal yards have been greatly improved.

Coal is abundant. In the province of Shansi, which lies parallel to the course of the railway as far as the Yellow River, is the greatest undeveloped coalfield in the world. In several places branch lines run from the main line to the coalfields, and their construction has been prospectively followed by an improvement in the general conditions. Farmers within reach of the railway in country that formerly grew enough only for its own needs can now sell their produce in the great markets of Peking, in the north, and at Hankow, on the Yangtze. No one who has seen the change which is taking place in the country served by this railway can long remain pessimistic as to the future of China.

The Peking-Hankow Railway is for its length one of the most productive trunk lines in the world. Even under inefficient control, and with wastage and leakage that would be the dismay of European railway authorities, it pays handsomely. The most important engineering work connected with it is the Yellow River Bridge, a fine structure 10,000 ft. in length, a chief feature of the distinguished Belgian engineer Jean Jado.

The greatest difficulty the management has to contend with is petty pilfering, and the nightly thefts of ring-bells and plates no less than 50,000 bolts per month, and 10,000 plates per annum are stolen from the railway. There is no adequate means of dealing with the offence; no law was provided by the ancients to meet the theft of screw-bolts. Malefactors escape unscathed, though the police know where the plunder is stored. The steel, being much superior to the native product, is turned into razors and scissors, loes and ploughshares, and other articles. The receiver of stolen goods, protected by the police, can find a ready market for his industry.

THE DANGER FROM FLOODS.

Similar losses occur nightly on the Belgian-built railway from Khafeng to Honanfu, and a recent accident, involving the death of a European, which was due to the weakening of the line in consequence of such thefts, has compelled the foreign engineers in charge to close the line to traffic except during the hours of daylight. This line runs near the Yellow River, and consequently its existence is precarious. China is confronted with no greater danger than the failure to keep this river within its present bed; sediment is brought down in vast quantities, so that its water is constantly rising, and the Chinese know no other means of keeping the water within its banks than by raising the banks above the level of the water. The great river flows for many miles through country which is on a lower level than its own bed. No planting is being done along the banks; on the contrary, all timber, shrubs, and grass are ruthlessly stripped from the soft soil, and every day the great catastrophe is drawing nearer when the river will break from its present channel and its waters will pour across the thickly-populated country to the sea, causing destruction incalculable. Such a catastrophe nearly occurred during a cloud-burst in June, 1906, near the

ALMOST NO SKIN LEFT ON FACE

And Neck by Chronic Running Eczema—Arms Strapped to Sides Because of Itching—No Help at Hospital—Confined to House and Could Not Work for Four Months—Feared There was No Cure.

PERFECT RECOVERY IS DUE TO CUTICURA

"I was seized with chronic eczema. The disease broke out on my face and spread to my body, arms and scalp. After attending a hospital it gradually got worse and my face it turned to running eczema. After a fortnight of hospital treatment, I had hardly any skin left on my face and neck and it was so itchy that I had to be strapped with my arms to my side at night. It was a rough rash and itchy and sore on my body and arms, but it was running all day long on my face, neck and scalp. I began to think that I should never get well again, but I am now well again and have all my hair on my head, thanks to Cuticura. After the first set, consisting of Cuticura Soap, Cuticura Ointment and Cuticura Pills, I began to find the benefit and after the second set the disease had almost disappeared. I can safely recommend the Cuticura Remedies to all who suffer from eczema in any shape or form. I never had the pleasure of leaving the house for over six weeks and I have now well again and was out of work for four months. Dr. Hyde, 339, Stony Hanton Rd., Coventry, England, Dec. 2, 1908."



Sore Hands and Feet
For red, rough and chapped hands, dry, fissured, itching, burning palms, with painful finger-nails and shapless nails, as well as for tired, itching, aching feet, warm baths with Cuticura Soap and gentle applications of Cuticura Ointment are simply wonderful.

Cuticura Remedies are sold wherever the British flag flies. Depot London, 57, Chancery-lane; Bristol, 2, St. Mark's; Manchester, 1, St. Ann's; Sydney, 10, Pitt-st.; Melbourne, 10, St. Ann's; London, 10, St. Ann's; New York, 10, St. Ann's; San Francisco, 10, St. Ann's; Hong Kong, 10, St. Ann's; Shanghai, 10, St. Ann's; Peking, 10, St. Ann's; Tientsin, 10, St. Ann's; Hankow, 10, St. Ann's; Canton, 10, St. Ann's; Amoy, 10, St. Ann's; Swatow, 10, St. Ann's; Hong Kong, 10, St. Ann's; Shanghai, 10, St. Ann's; Peking, 10, St. Ann's; Tientsin, 10, St. Ann's; Hankow, 10, St. Ann's; Canton, 10, St. Ann's; Amoy, 10, St. Ann's; Swatow, 10, St. Ann's; Hong Kong, 10, St. Ann's; Shanghai, 10, St. Ann's; Peking, 10, St. Ann's; Tientsin, 10, St. Ann's; Hankow, 10, St. Ann's; Canton, 10, St. Ann's; Amoy, 10, St. Ann's; Swatow, 10, St. Ann's; Hong Kong, 10, St. Ann's; Shanghai, 10, St

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

PRINZ LUDWIG.
Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 9.30 A.M.

All Claims must reach us before the 31st April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo
Ex S.S. "CHRYSTAL" from Rio de Janeiro.
Ex S.S. "TANZANIA" from Singapore.
Ex S.S. "FEDERATION" from Zanzibar.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 23rd March, 1910. [5]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamship

"SARDINIA."
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th March, 1910. [1]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."
Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.
Hongkong Office.

Hongkong, 25th March, 1910. [457]

"MOGUL" LINE OF STEAMERS.

S.S. "ERROLL."
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 26th March, 1910. [458]

TO THE DEAF.

SIMPLE HOME TREATMENT REVOLUTIONIZES METHOD OF TREATING DEAFNESS.

FULL DESCRIPTION SENT FREE.

A marvellous discovery has just been given to the world which adds one more victory to the many triumphs of science over disease.

The Deaf can hear!!!

No longer need deaf people go about wearing the strained, pathetic expression caused by their affliction, a positive burden to themselves and those around them. No longer need they incur the expense or suffer the pain of dangerous surgical operations; useless methods, or cumbersome apparatus.

Old prejudices and time-worn fallacies have been entirely swept away. This wonderful discovery enables the patients to cure themselves speedily and surely in their own homes, without visit to the doctor or even the aid of an appliance.

The current number of the "Otolological Gazette" contains a full description of this new method of treatment. A copy of this issue will be sent free of all charge to every reader who is suffering from Loss of Hearing or Ear Trouble in any form.

Write to-day (a postcard will do) and secure a free copy before the edition is exhausted.

Addressing: **THE AURAL REMEDIES CO.**
Dept. 433, Craven House, Kingsway, London, England. [459]

NAPIER JOHNSTONES'
"SQUARE BOTTLE"
WHISKY.

BEWARE OF IMITATIONS.

UNVARIED FOR 150 YEARS.

THE SAME TODAY AS IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

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REFORM OF THE LORDS.

Mr. Balfour made a speech of great significance on the subject of the reform of the House of Lords when he was the guest on March 4th of the City of London Conservative Association at a banquet at Merchant Taylors' Hall. The following are the main points of his speech:

What justification can there be for those who, like myself, think there ought to be some change in the constitution of the second Chamber? I will tell you what are my views on this point. It is not that the House of Lords as at present constituted is not efficient. Never has its debate been on a higher level. Never has it held more men of great experience, great knowledge of affairs, great public spirit. Never has it shown itself, in my opinion, more capable of doing that which it is one of the main businesses of a second Chamber to do—namely, to see that any great and fundamental change in our Constitution or in our laws should be submitted to the considered judgment of the country. It is not that the House of Lords lacks efficiency. It is that in the present condition of public opinion it lacks strength. It lacks that kind of strength which would enable it to defy the sort of attack which has been made upon it. I do not want a better second Chamber; I want a stronger second Chamber, and I know no better source from which that source of strength can be obtained than the House of Commons.

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Imagine that the country is going to sit down under the single-Chamber system. That revolution will bring a counter-revolution, absolutely inevitable. We are not going to have Socialists, Radicals, and Nationalists in power for ever, and when the sober element of the community comes to their own, do you suppose they are going to tolerate a Constitution under which the second Chamber is deprived of every effective power which the statesmen of all other civilised nations have endeavoured to clothe their second Chambers with? Revolution which is successful breeds counter-revolution and opens up a vista of political struggles which must thrust to the wall anything in the nature of sound sober, social reform. Remember, the political revolution which the Government are conversant with is going to make us a single-Chamber community. It carries with it, Mr. Balfour said, inevitably the abolition of the union between Great Britain and Ireland. Mr. Redmond said openly in the face of the House of Commons, possibly to the satisfaction of his followers, but greatly to the disgust of some Radicals, that the abolition of the veto of the House of Lords meant Home Rule.

Has the City of London realised, as the country realised, that our delay in adopting Preference for Canada to make commercial treaties, first with this country, then with that, and so on, is a waste of time and in ignorance whether this country is going to adopt a system which will make full preference possible between Canada and this country? It is a grave mistake for the Empire, it is a grave misfortune for this country, that we should stand here in our fiscal isolation, leaving our own kind and kin in ignorance as to their own policy which they would love to modify in an imperial direction, without knowing whether the Government are going to second their efforts or whether it is not. Every interest of every class is bound up together in a policy which has been frankly abandoned by our political opponents, of which we remain the sole trustees, a policy, namely, of cautious, steady, enlightened political progress, a policy of social reform and imperial reform—social reform in its fiscal aspect and all the other aspects to which I have referred; imperial reform in that great scheme for linking closer the different parts of the Empire, which, at all events, is the greatest ideal which British statesmanship could entertain, and which any man might feel he had not lived in vain if he had made towards it the smallest contribution.

SHIPPING.

ARRIVALS.

CHENAN, British str., 1250, Lloyd Jones, 28th March—Shanghai 24th March, General—Butterfield & Swire.
 ENOAR, British str., 1410, H. S. Malkin, 27th March—Saigon 23rd March, Rice and General—Jardine, Matheson & Co.
 FUKUKANO, British str., 1987, T. A. Mitchell, 28th March—Calcutta and Singapore 21st March, General—Jardine, Matheson & Co.
 HITACHI MARU, Jap. str., 4163, N. Matheson, 28th March—Shanghai 26th March, General—Nippon Yusen Kaisha.
 KUSCHOW, British str., 1215, W. B. Brown, 28th March—Tientsin 20th March, General—Butterfield & Swire.
 LOWE, German str., 1237, R. Wegner, 28th March—Poli Laut 18th March, Coal—Sander, Wieler & Co.
 OCHANE, French str., 4143, H. Sollier, 28th March—Marseilles 27th February, Mails and General—Messageries Maritimes.
 QUINTA, German str., 1500, Schlesinger, 28th March—Saigon 23rd March, Rice—Siemssen & Co.
 RUBI, British str., 1619, A. Fraser, 28th March—Manila 26th March, Hemp—Shewan, Tomes & Co.
 SAMBA, German str., 3011, O. Müller, 28th March—Shanghai 24th March, Hemp—Hamburg-Amerika Linie.
 SIKI, British str., 3221, W. Atkinson, 27th March—Shanghai 24th March, General—Dowdell & Co.
 SINGAN, British str., 1647, F. Jamieson, 28th March—Haiphong 22nd and Hothow 27th March—General—Butterfield & Swire.
 VORWARTS, German str., 643, Ch. Ulderup, 28th March—Amoy 26th March.
 WINGHAI, British str., 1415, Martin, 28th March—Shanghai 19th and Swatow 26th March, General—Jardine, Matheson & Co.

DEPARTURES.

26th March.
 HONGKONG, British str., for Amoy.
 AFRICA, German str., for Shanghai.
 CHINA, British str., for Shanghai.
 CHUNGKING, British str., for Singapore.
 DAIGO MARU, Japanese str., for Swatow.
 DEWEET, British str., for Saigon.
 EROLO, British str., for Shanghai.
 FUKU MARU, Japanese str., for Moji.
 HAICHING, British str., for Swatow.
 HALDIN, Norwegian str., for Swatow.
 KIANG FING, Chinese str., for Chinkiang.
 MATTHEW, German str., for Haiphong.
 28th March.
 BEDFORD, British str., for Mira Bay.
 OCEANIC, French str., for Shanghai.
 THEMACUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Chenan reports: Light variable winds and fog.
 The British str. Wingan reports: Dense fog and light variable winds.
 The British str. Siki reports: Light airs and calm, dense fog and smooth sea.
 The German str. Samba reports: Dense fog during most of the voyage.
 The British str. Rubi reports: Fine clear weather, light N.E. monsoon, moderate and smooth sea.
 The British str. Fooking reports: Experienced light North-east to easterly winds with moderate N.E. swell from Singapore to 21st Parallel, thence light easterly winds and thick fog to port, sea smooth.

VESSELS IN DOCK.

March 28th.
 Kowloon Dock—M. Jensen, H.M.S. Moorhen, H.M.S. Hardy, Sabine Bickmeyer.
 Takoo Dock—Hansang, Paoting.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME ANTE TRIESTE (DIRECT),
 CALLING AT SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to Red Sea, Black Sea, Venice, Levant and Adriatic Ports).

THE Company's Steamship
 "NIPPON"
 Captain Tarabochia, will be despatched as above TO-MORROW, the 30th inst., P.M.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 28th March, 1910. [3]

FOR SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
 "CATHERINE APCAR,"
 Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 31st inst., at Noon.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 28th March, 1910. [44]

"SHIRE" LINE OF STEAMERS, LTD
 FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
 "FLINTSHIRE,"
 Capt. G. C. Oddy, will be despatched as above on or about the 6th April.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 29th March, 1910. [358]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 2nd April, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	MANILA	Brit. str.	—	W. E. Le Mare, R.N.E.	P. & O. S. N. Co.	About 6th April.
LONDON, ROTTERDAM & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Oddy	JARDINE, MATHESON & Co., Ltd.	About 6th April.
LONDON, ROTTERDAM & ANTWERP.	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April.
ROTTERDAM & HAMBURG via STRAITS, &c.	C. FERR. LAMIEZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 15th April.
HAVRE & HAMBURG via STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knaisel	HAMBURG-AMERICA LINE	On 15th April.
MARSEILLES, &c., via PORTS OF CALL.	TOKIN	Jap. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Jap. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES & HAMBURG via STRAITS, &c.	MYAGAKI MARU	Jap. str.	—	Fass	HAMBURG-AMERICA LINE	On 3rd April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MYAGAKI MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 13th April, at Daylight.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MYAGAKI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th April, at Daylight.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	KLEIST	Ger. str.	—	O. Pahlke	MELCHERS & Co.	On 6th April, at Noon.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & Co.	To-morrow, P.M.
NEW YORK	SHIK	Brit. str.	—	—	DODWELL & Co., Ltd.	10-day.
NEW YORK	INVERIC	Am. str.	—	—	ARNOLD, KARBBERG & Co.	On 25th April.
NEW YORK & BOSTON	DACER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 12th April.
SAN FRANCISCO	STRATHSPEY	Am. str.	—	J. Boyd	SHAW, TOMES & Co.	About 2nd April.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	AMERIC	Brit. str.	2 m.	—	DODWELL & Co., Ltd.	On 7th April.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	SHAW, TOMES & Co.	On 23rd April, at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	S. Ishikawa	CANADIAN PACIFIC R.R. Co.	On 24th May, at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	INADA MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 26th April, at Noon.
TACOMA via JAPAN	SEATTLE MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th April, at Noon.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th April, at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st April, at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th May, at Noon.
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 13th April, at Noon.
YOKOHAMA & KOBÉ	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
KOBÉ & YOKOHAMA	SADO MARU	Jap. str.	—	S. Horiuchi	JAYA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TULAZAP	Dut. str.	k. w.	P. J. van Emmerick	HAMBURG-AMERICA LINE	On 5th April, at 4 P.M.
WLADEWOSTOCK	TUNGUS	Brit. str.	—	Halverson	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
WLADEWOSTOCK	CHIPSING	Brit. str.	1 m.	F. Mooney	BUTTERFIELD & SWIRE	On 1st April, at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	KUMOROW	Jap. str.	—	G. Hooker	OSAKA SHOSEN KAISHA	On 51st inst., at 8 A.M.
SHANGHAI	BUEN MARU	Brit. str.	1 m.	Y. Passano	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	TAMU	Brit. str.	—	G. Bright	JARDINE, MATHESON & Co., Ltd.	On 2nd April, at Noon.
SHANGHAI	WINGANG	Brit. str.	—	H. G. Walker	BUTTERFIELD & SWIRE	On 2nd April, at Noon.
SHANGHAI	CHENAN	Brit. str.	—	Owen Jones, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 51st inst., at 4 P.M.
SHANGHAI	ASSATE	Brit. str.	—	—	P. & O. S. N. Co.	On 1st April, at Noon.
SHANGHAI, KOBÉ & MOJI	FOOKANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 2nd April, at Noon.
SHANGHAI, YOKOHAMA KOBÉ & NAGASAKI	MONMOUTHSHIRE	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 3rd April, at Daylight.
SHANGHAI	HANGSANG	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 3rd April, at Daylight.
SHANGHAI	CHOYANG	Brit. str.	1 m.	B. Willhelm	MELCHERS & Co.	About 6th April.
SHANGHAI	LINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th April, at 4 P.M.
SHANGHAI	GOEBEN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th April.
SHANGHAI	ANSHU	Ger. str.	k. w.	Block	HAMBURG-AMERICA LINE	On 10th April, at Daylight.
SHANGHAI	ANDALUSIA	Brit. str.	1 m.	Magnus	MESSAGERIES MARITIMES	On 13th April, P.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 21st April.
SHANGHAI	SAZAZIE	Brit. str.	—	—	HAMBURG-AMERICA LINE	Middle of April.
SHANGHAI KOBÉ & YOKOHAMA	BOMBAY MARU	Jap. str.	—	A. Paader	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI KOBÉ & YOKOHAMA	SILASIA	Ger. str.	k. w.	K. Sugi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI KOBÉ & YOKOHAMA	TRANQUEBAR	Dut. str.	—	Francis	DOUGLAS LAPELLE & Co.	To-day, at 10 A.M.
SHANGHAI	TULIOWONG	Dut. str.	—	W. C. Passmore	DOUGLAS LAPELLE & Co.	On 1st April, at 10 A.M.
SHANGHAI	SOSHU MARU	Jap. str.	2 h.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI	HAICHING	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 1st April, at 4 P.M.
SHANGHAI	TEAN	Brit. str.	—	—	SHAW, TOMES & Co.	On 2nd April, at Noon.
SHANGHAI	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th April, at 3 P.M.
SHANGHAI	RUBI	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th April, at 4 P.M.
SHANGHAI	TAMING	Brit. str.	—	—	SHAW, TOMES & Co.	On 8th April, at Noon.
SHANGHAI	YUENSANG	Brit. str.	—	—	SHAW, TOMES & Co.	On 8th April, at Noon.
SHANGHAI	ZAPIS	Brit. str.	—	—	SHAW, TOMES & Co.	On 31st inst., at 9 A.M.
SHANGHAI	BOERNE	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 6th April.
SHANGHAI	TOSA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 4th April, at Noon.
SHANGHAI	KUTSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 8th April, at Noon.
SHANGHAI	KUMANG	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 31st inst., at Noon.
SHANGHAI	CATHERINE APCAR	Brit. str.	—	W. G. F. Leask	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TAIKING	Dut. str.	—	H. Koops	—	—

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,563	J. Boyd	On 7th April.
SUVERIO	6,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathis	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBÉ	"COBLENZ" Capt. H. RAEGENER	About 2nd April.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Thursday, 31st Mar., at 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PAHNKE	Wed'day, 6th April, at Noon
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About 6th April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 29th March, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 23rd April	"EMPERESS OF IRELAND" FRI., 20th May
"EMPERESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRI., 10th June
"EMPERESS OF JAPAN" SAT., 24th May	
"EMPERESS OF JAPAN" SAT., 4th June	"EMPERESS OF BRITAIN" FRI., 1st July
"EMPERESS OF CHINA" SAT., 25th June	"ALLAN LINE" FRI., 2nd July
"EMPERESS OF INDIA" SAT., 16th July	"EMPERESS OF IRELAND" FRI., 12th Aug.

The "Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10 (Intermediate on Steamers) "245" "245"
 and 1st Class Railway "245" "245"
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. GRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FOURTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	On 29th Mar., 1 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	"BALAZIE" Capt. Magnus	On 11th April, P.M.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 12th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
 For Further Particulars, apply to
 P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 15th March, 1910.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALAKA COAST) PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
 "SIKH" On 29th March.
 FOR NEW YORK AND BOSTON.
 "DACE CASTLE" On 12th April.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents,
 Hongkong, 11th March, 1910. [296-312]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PARSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA."
 Captain H. Powell, carrying 111 Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 2nd April, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed via Bombay by the R.M.S. "MANTRA," due in London on the 13th May, 1910.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. & J. HEWETT,
 Superintendents,
 Hongkong, 21st March, 1910. [1]

JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO.
 (Taking through Cargo to Los Angeles.)

THE Steamship

"STRATHSPEY"
 Will be despatched for the above Port on or about the 2nd April.
 For Freight and Further Particulars, apply to
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 23rd March, 1910. [430]

FOR WLADEWOSTOCK.

THE Steamship

"TUNGUS"
 Captain Halverson, will be despatched for the above Port on TUESDAY, the 5th April, 1910, at 4 P.M.
 For Freight or Passage, apply to
 HAMBURG-AMERICA LINE,
 Hongkong Office,
 Hongkong, 25th March, 1910. [455]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
 Captain H. C. Norris, will be despatched as above on or about 21st April.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 3rd March, 1910. [359]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC"
 will be despatched for the above Port on TUESDAY, the 26th April, 1910.
 For Freight apply to
 ARNOLD, KARBBERG & Co.,
 General Agents,
 Hongkong, 15th March, 1910. [409]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ANSAE	About 31st March	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 2nd April	See Special of Call
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	MANILA	About 5th April	Freight only.

For further Particulars, apply to
H. A. HEWETT, Superintendent.
Hongkong, 25th March, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 29th Mar. 3 P.M.
SHANGHAI	TAMBU	On 29th Mar. 4 P.M.
SHANGHAI	CHENAN	On 31st Mar. 4 P.M.
SHANGHAI	KUENCHOW	On 1st April 4 P.M.
SHANGHAI	LIAN	On 3rd April 4 P.M.
SHANGHAI	TAMING	On 5th April 3 P.M.
SHANGHAI	ANHUI	On 7th April 4 P.M.
SHANGHAI	CHINHUA	On 10th April 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	On 21st April 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 29th March, 1910. **BUTTERFIELD & SWIRE, AGENTS.**

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEI-HAIWEI & CHEFOO	"CHIPSING"	Tuesday, 29th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 1st April, Noon.
MANILA	"LOONGSANG"	Friday, 1st April, 4 P.M.
SHANGHAI	"WINGSANG"	Saturday, 2nd April, Noon.
SHANGHAI	"CHONGSANG"	Sunday, 3rd April, 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Sunday, 3rd April, 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Monday, 4th April, Noon.
MANILA	"YUENSANG"	Friday, 8th April, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAGASAKI" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sul. Exch. 4.
For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
HONGKONG, 29th March, 1910. **GENERAL MANAGERS.**

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR" Middle of April.

For Further Particulars apply to
HONGKONG, 18th March, 1910. **MELOHRS & CO., AGENTS.**

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST—HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKUN"	SWATOW, AMOY and FOCHOOW	TUESDAY, 29th Mar., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOOW	FRIDAY, 1st April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—
HONGKONG, 25th March, 1910. **DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.**

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES & HAMBURG:
S.S. ANDALUSIA	S.S. SPEZIA
S.S. SILESIA	FOR ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA	S.S. C. FERD. LAEISZ
S.S. SUVERIA	FOR HAYRE & HAMBURG:
	S.S. LIBERIA

Further Particulars, apply to—
HONGKONG, 25th March, 1910. **HAMBURG-AMERIKA LINIE, Hongkong Office.**

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	TONS.	SAILING DATES.
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).		
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
HONGKONG, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU Capt. N. Matheson	7,000	WED'DAY, 30th Mar., at Daylight.
	MIYAZAKI MARU Capt. T. Murai	9,000	WED'DAY, 13th April, at Daylight.
	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 27th April, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kori	7,000	SATURDAY, 23rd April, from Kona.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKAICHI, and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 29th Mar., at Noon.
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 26th April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 15th April, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 13th May, at Noon.
KOBE and YOKOHAMA	SADO MARU Capt. S. Hiortdahl	7,000	THURSDAY, 31st Mar., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 5th April.
SHANGHAI and KOBE	BOMBAY MARU Capt. Teranaka	5,000	TUESDAY, 12th April.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Xagi	6,000	WED'DAY, 13th April, at Noon.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

HONGKONG, 28th March, 1910. **T. KUSUMOTO, MANAGER.**

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 2nd April Noon
ZAFIRO	2540	R. Rodger	Manila	On 9th April Noon

For Freight or Passage apply to
HONGKONG, 28th March, 1910. **SHEWAN, TOMES & Co., General Managers.**

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East: 16, DES VEOUX ROAD, HONGKONG.
Japan Office: 14, WATER STREET, YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 20th April, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 19th May, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 30th Mar., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 31st Mar., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877) **T. ARIMA, MANAGER**

SHIPPING IN PORT.

STEAMERS.	TONS.	SAILING DATES.
ANTICORUS, British str., 5,792, A. R. Stewart, 23rd Mar.—Tientsin 23rd Feb., General—Butterfield & Swire.		
ANTUNG, Norwegian str., 904, Ole O. Danielson, 7th March—Chinking 2nd Mar., Groundnuts—Aagaard, Thorsen & Co.		
ASIA, British str., 2,936, Harry Gankroger, 24th March—San Francisco 23rd Feb., General—P. M. S. S. Co.		
ATLANTIC, American str., 961, E. de Orozco, 22nd March—Manila 18th March—J. M. Bann.		
AWA MARU, Japanese str., 3,912, S. Ishikawa, 20th Mar.—Shanghai 17th March, General—Nippon Yusen Kaisha.		
ATMERIC, British str., 2,789, J. Boyd, 18th March—Puguet Sound 13th March, General—Dodwell & Co.		
BRENOLO, British str., 1,933, W. A. Guy, 23rd March—Shanghai 18th March, Coal—Mitsui Bussan Kaisha.		
BORNEO, German str., 1,544, T. Sembill, 23rd March—Sundahan 18th March, Timber and Rattan—Melchers & Co.		
CARL DREDEICHERN, German str., 774, J. Kayser, 26th Mar.—Haiphong and Hoihow 25th March, General—Jensen & Co.		
CATHAY, Danish str., 2,648, Kruse, 19th March—Singapore 11th March, General—Melchers & Co.		
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 22nd March—Singapore 15th March, General—David Sassoon & Co.		
CERBERUS, Japanese str., 4,142, F. L. Eysse, 27th March—Bombay 11th March—Nippon Yusen Kaisha.		
CHARCOW, British str., 1,202, Ross Lewis, 24th March—Tientsin 21st March, Coal—Butterfield & Swire.		
CHIFFINHO, British str., 1,199, F. Mooney, 23rd March—Tientsin 15th, Chefoo 16th and Weihaiwei 18th March, General—Jardine, Matheson & Co.		
CHUYEN, Chinese str., 1,171, C. Stewart, 19th March—Shanghai 15th March, General—C. M. S. N. Co.		
COMPETITOR, British str., 2,216, W. W. Melham, 18th March—Mauritius 21st Feb., Sugar—Jardine, Matheson & Co.		
DAGNY, Norwegian str., 883, Solverson, 19th March—Kwang Yen 16th March, Cement Stone—Aagaard, Thorsen & Co.		
DEN OF OIL, British str., 2,522, H. C. Hemming, 22nd March—New York 30th December, Case Oil—Standard Oil Co.		
FIUME, British str., 839, H. Nilsen, 23rd Mar.—Singapore 15th March, Rice and General—Baretto & Co.		
FURUKA MARU, Jap. str., 3,639, S. Kuniawaki, 24th March—Moji—Coal—Mitsui Bussan Kaisha.		
GERMANIA, German str., 500, C. Jensen, 22nd March—South Sea via Sydney 27th Jan., Copra—Siemssen & Co.		
HAIKUN, British str., 636, J. W. Evans, 27th March—Fochoow, Amoy and Swatow 26th March, General—Douglas, Lapraik & Co.		
HERRDAL, Norwegian str., 792, Johnsen, 24th Mar.—Singapore 20th Mar., Rice—Aagaard, Thorsen & Co.		
HONGKONG, Brit. str., 2,555, B. S. Bainbridge, 24th March—Singapore 18th March, General—Joo Teck Sang.		
HUNAN, British str., 1,143, Wm. Benson, 21st March—Wuhu and Chinking 16th Mar., General—Butterfield & Swire.		
IYO MARU, Japanese str., 3,918, T. L. Harrison, 14th March—London via Singapore 7th March, General—Nippon Yusen Kaisha.		
KACHIDAKE MARU, Japanese str., 2,123, Y. Yamaguchi, 25th March—Moji 19th Mar., Coal—Ataka & Co.		
KORICHANG, German str., 1,292, O. Scheidling, 24th March—Bangkok and Hoihow 23rd March, Rice—Butterfield & Swire.		
KWANGSE, British str., 1,228, C. P. Cole, 10th March—Wakamatsu 4th March, Coal—Mitsui Bussan Kaisha.		
KWANGSE, Chinese str., 1,536, W. H. Lunt, 23rd March—Shanghai 20th March, General—C. M. S. N. Co.		
LIPCAIN, British str., 2,347, C. S. Jackson, 19th March—New York via Port Natal 27th Dec., Case Oil—Standard Oil Co.		
LOONGSANG, British str., 1,092, F. Wheeler, 27th Mar.—Manila 24th March, Hemp and General—Jardine, Matheson & Co.		
MAROA, British str., 4,467, Adams, 26th March—New York, Kerosene Oil—Standard Oil Co.		
MAUWANG, British str., 1,644, G. S. Weigall, 17th March—Sundahan 12th March, Logs and General—Jardine, Matheson & Co.		
MICHAEL JENSEN, German str., 951, J. Petersen, 21st March—Swatow 23rd March, Ballast—Jensen & Co.		
NIPPON, Austrian str., 4,014, Tarabochia, 24th March—Shanghai 21st March, General—Sander, Wieler & Co.		

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